Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1- 19. Canceled

20. (Currently Amended) ~~The~~ A method ~~as claimed in claim 18,~~ for operating an internal combustion engine with compression ignition, comprising:

injecting fuel into a combustion chamber as a plurality of fuel jets via an injection nozzle which has a nozzle needle and injection bores, such that some of the fuel is injected as a main injection and thereafter a fuel quantity is injected as a cyclical postinjection into the combustion chamber, wherein

the cyclical postinjection partial quantities formed occurs in different magnitudes, and

wherein a first partial quantity of fuel of the cyclical postinjection greater than a subsequent quantity of fuel of the cyclical postinjection.

21. (Currently Amended) ~~The~~ A method ~~as claimed in claim 18,~~ for operating an internal combustion engine with compression ignition, comprising:

injecting fuel into a combustion chamber as a plurality of fuel jets via an injection nozzle which has a nozzle needle and injection bores, such that some of

the fuel is injected as a main injection and thereafter a fuel quantity is injected as a cyclical postinjection into the combustion chamber, wherein

the cyclical postinjection partial quantities formed occurs in different magnitudes, and

wherein the cyclical postinjection is injected at a lower injection pressure than that of the main injection.

22. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein the main injection is begun in a range from 10°CA before top dead center to 20°CA after top dead center.

23. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein the cyclical postinjection (PI) is begun in a range from 30°CA to 100°CA after the end of the main injection (MI).

24. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein the cyclical postinjection occurs in two to eight cycles in an expansion stroke in a range from 20°CA to 150°CA after top dead center.

25. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein part of the fuel is injected as a preinjection with an injection pressure

which is less than or equal to that of the main injection.

26. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein the preinjection is injected in a range from 140°CA to 60°CA before top dead center.

27. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein the main injection is carried out in a range from 5°CA to 30°CA after an ignition point of the cyclical preinjection.

28. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein a fuel quantity of the preinjection in a lower and medium load range is approximately 20% to 50% of a fuel quantity of the main injection and in an upper load range or full load range is approximately 10% to 30% of the fuel quantity of the main injection.

29. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein, during at least one of the cyclical preinjection and the prejinjection, a first cloud, generated during an injection cycle, of a fuel jet is offset or laterally shifted by a swirling motion formed in the combustion chamber.

30. (Currently Amended) The method as claimed in claim ~~18~~ 21, wherein a lift of the nozzle needle is set such that a non-steady-state cavitational flow is generated in the injection bores .

31. (Currently Amended The method as claimed in claim ~~18~~ 21, wherein a lift of the nozzle needle is varied such that, within the injection nozzle, an effective cross section of flow between the nozzle needle and a nozzle needle seat amounts to approximately 0.8 to 1.2 times an effective cross section of flow of the sum of all the injection bores.

32. (Currently Amended) An injection nozzle for carrying out the method as claimed in ~~18~~ 21, wherein the nozzle has an inwardly opening nozzle needle and a plurality of injection bores, and a spray hole cone angle of from 80° to 140° is settable between the injected fuel jets.

33. (Previously Presented) The injection nozzle as claimed in claim 32, wherein a lift of the nozzle needle of the injection nozzle is settable such that, within the injection nozzle, an effective cross section of flow between the nozzle needle and a needle seat amounts to approximately 0.8 to 1.2 times an effective cross section of flow of the sum of all the injection bores.

34. (Previously Presented) The injection nozzle as claimed in claim 33, wherein the lift of the nozzle needle is settable by one of a two-spring holder, a piezo-controlled nozzle needle and a coaxial variable nozzle.

35. (New) The method as claimed in claim 21, wherein, during the cyclical postinjection, at least one of a lift of the nozzle needle and a fuel injection pressure are set such that, for each partial quantity of the cyclical postinjection, a reach of a respective fuel jet in the combustion chamber is limited to less than a distance to a combustion chamber boundary.